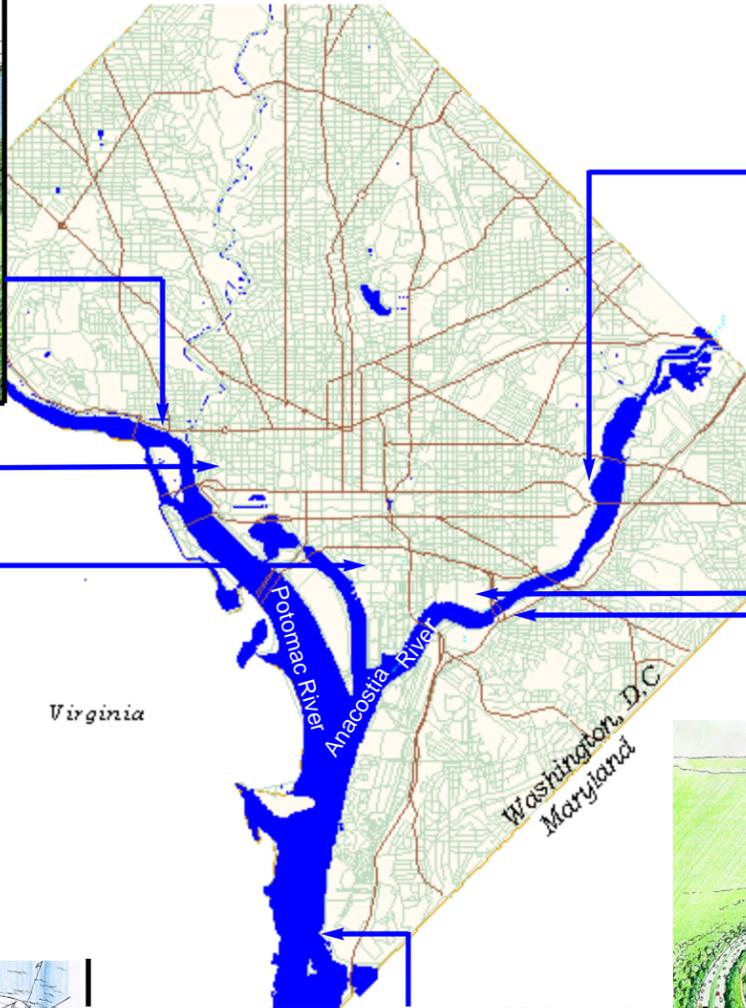


WASHINGTON'S WATERFRONTS

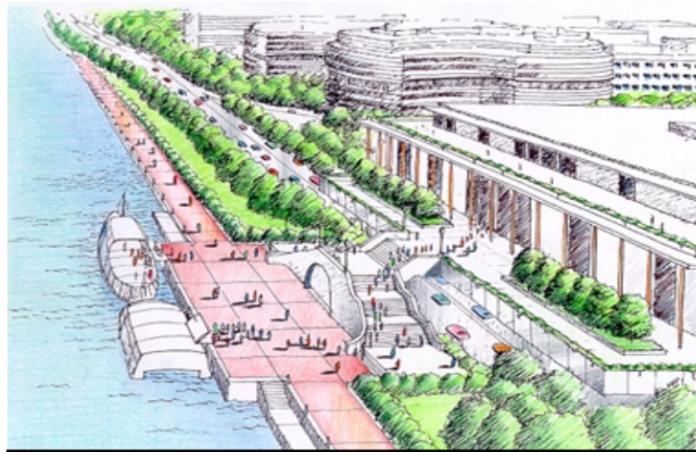
Phase 1
December 1999



The Georgetown Waterfront



Anacostia Park's West Bank



The John F. Kennedy Center for the Performing Arts



Washington Navy Yard and Southeast Waterfront



Southwest Waterfront



Bolling Anacostia Waterfront



Anacostia Park's East Bank

An Analysis of Issues and Opportunities Along the Potomac and Anacostia Rivers



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I. INTRODUCTION

A. Overview

This document was developed to study the waterfront as a resource that belongs to all of the people of the United States and to the residents of the District of Columbia. The challenge in determining the best use of this natural resource is to ensure that future development support the goals and objectives of both the *Comprehensive Plan for the National Capital* and *Extending the Legacy*. Careful attention should be given to appropriate use, density, and design to ensure success.

By reviewing land use and density for potential development, the following six areas have been identified:

- Anacostia River-East Bank
- Anacostia River-West Bank
- Bolling-Anacostia Waterfront
- Southeast Waterfront
- Southwest Waterfront
- Georgetown/Northwest

Fulfilling the vision of *Extending the Legacy* will require the creation of a framework that will enable the new waterfront to be fully integrated with its surroundings. To ensure success, a public-private partnership will be needed between local and federal governments, community/neighborhoods, and private sector groups.

Policies are needed for all of the waterfront areas that:

1. Promote the development of a continuous waterfront promenade for the public to enjoy.
2. Encourage attractive and well-defined public spaces by developing design guidelines for the promenade in open space areas.
3. Integrate the neighborhood with the waterfront by accessible connections.
4. Encourage mixed-use development while respecting the historical character of the areas.
5. Promote residential and retail development in addition to neighborhood retail and support services.
6. Renovate vacant sites to be consistent with established patterns of use and design.

7. Develop a waterfront redevelopment zone in areas where major new development is proposed and ensure that existing maritime uses are protected.
8. Establish public transportation where needed and encourage the development of adequate parking in redeveloped areas.
9. Provide a mechanism for stimulating redevelopment without creating adverse impacts to existing residents.
10. Ensure that adequate public service measures and public facilities are developed.
11. Incorporate design guidelines that consider views from land and water.
12. Review ongoing harbor activities when considering requests for new marinas.

The ultimate goal should be to provide a cohesive and compatible transition between the community and the waterfront area.

B. Study Origin

The District of Columbia's waterfront is one of several initiatives the National Capital Planning Commission (NCPC) is undertaking to advance the vision and recommendations contained in *Extending the Legacy: Planning America's Capital for the 21st Century*. Improving the quality of the waterfront, including accessibility to it, is one of the major objectives of NCPC as expressed through *Extending the Legacy* and the *Comprehensive Plan for the National Capital*.

C. Study Process

The Waterfront Study was developed with the participation of both private and public sectors. NCPC staff has been working with stakeholders from various federal and local government entities, along with private property owners and community leaders. Their plans and proposals were presented and discussed regarding future and proposed waterfront activities.

D. Study Goals

The goal of this study is to identify potential development and conservation areas along the Potomac and Anacostia Rivers. The objectives are to:

1. Improve the city's shoreline.

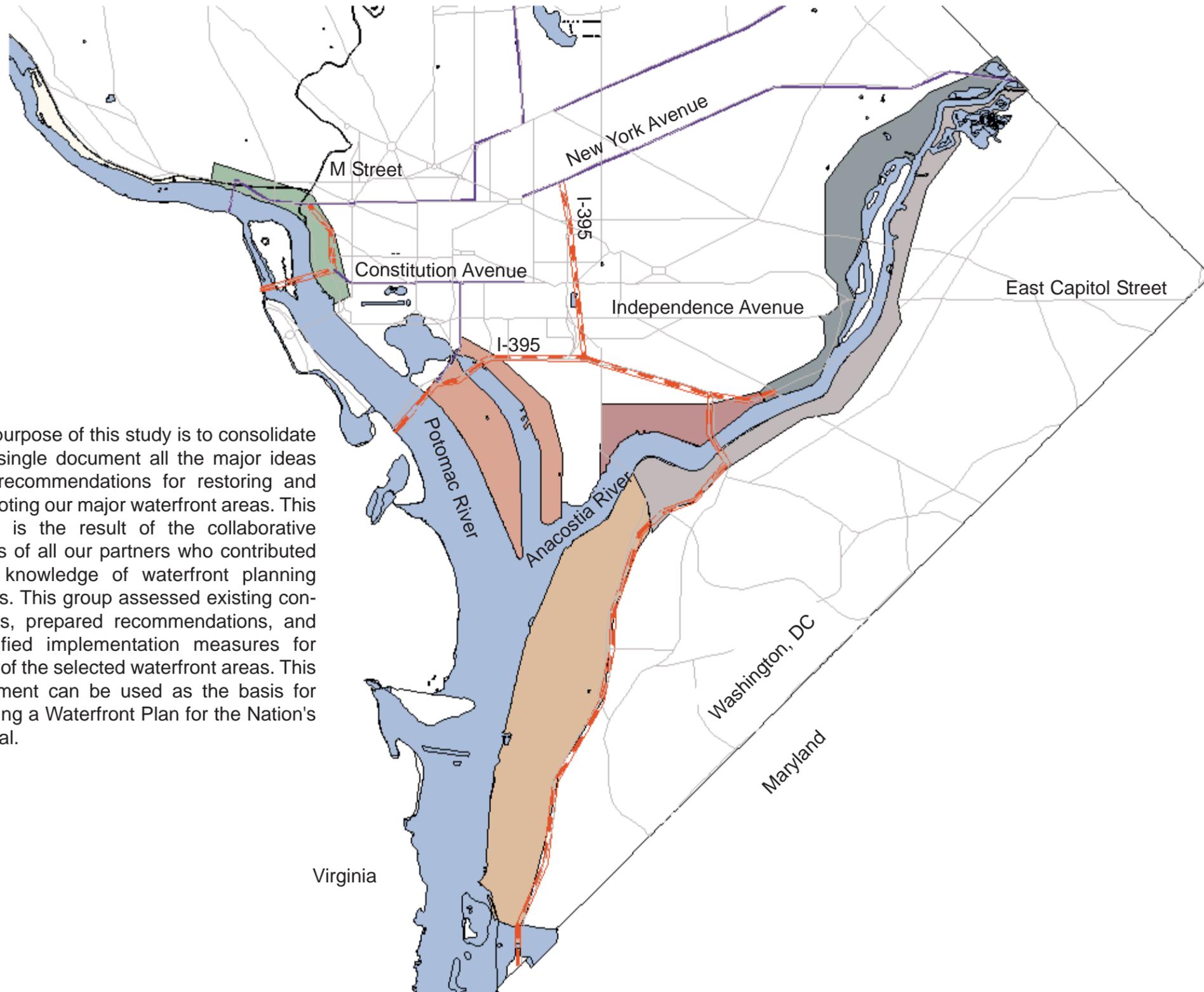
2. Enhance public access to the river.
3. Protect the natural setting of the valued open spaces along the rivers.
4. Identify opportunities for attracting additional river-related activities that can aid in revitalizing the District's economy.
5. Minimize the traffic impact of new development on existing areas.
6. Provide adequate public utilities, such as sewer and water, along with public services, such as police and fire protection, to accommodate the increased development in the areas.

E. Study Area

The study area includes roughly 22 miles of the Y-shaped watershed of the Anacostia and Potomac Rivers, extending from the Maryland and District of Columbia boundary lines on the north (Dalecarlia Reservoir), Woodrow Wilson Bridge on the south, and the New York Avenue Bridge on the east. The study area includes land that extends approximately 500 feet from the water's edge. This boundary was established to ensure that each individual waterfront property would be included in its entirety. It does not include the Potomac River waterfronts in Arlington County and the city of Alexandria.

WATERFRONT OPPORTUNITY AREAS

The purpose of this study is to consolidate in a single document all the major ideas and recommendations for restoring and promoting our major waterfront areas. This study is the result of the collaborative efforts of all our partners who contributed their knowledge of waterfront planning issues. This group assessed existing conditions, prepared recommendations, and identified implementation measures for each of the selected waterfront areas. This document can be used as the basis for creating a Waterfront Plan for the Nation's Capital.



Legend

Waterfront Opportunity Areas

- Anacostia Park-East Bank
- Anacostia Park-West Bank
- Bolling-Anacostia
- Georgetown
- Southwest
- Southeast
- DC Secondary Streets
- US Roads
- Interstate Highways
- Water

II. THE WATERFRONT

A. Regional Context

Historically, the focus of waterfront activities in Washington has involved both the Anacostia and Potomac Rivers. As the seat of our national government, Washington is the center of a vibrant metropolitan region. In addition to its world capital status, the Washington region is unique because of its natural river sources that help tie it together geographically and functionally.

These rivers have been afforded shoreline protection since the 1940s through the National Capital Planning Commission under the authority of the Capper Cramton Act. This Act allowed NCPC to acquire thousands of acres of parkland along these rivers. Also, through interest generated by the Chesapeake Bay and American Heritage River Programs, public interest has focused on public access to and conservation of these parklands.

A revitalized Washington waterfront is vitally important to the District's economy and to visitors of our Nation's Capital, and has the potential to become an excellent recreational, dining, shopping and entertainment destination.

B. Area Description

The waterfront in the District of Columbia is defined as those properties which are located on or in close proximity to the Potomac and Anacostia River shorelines. The following area descriptions provide an overview of the identified opportunity areas in relation to adjacent river shoreline.

Georgetown Waterfront

The Georgetown and Northwest Waterfront Opportunity Area generally extends from the Memorial Bridge to north of the Key Bridge. The area includes a portion of the grounds of the Lincoln Memorial, Kennedy Center, Watergate Complex, Rock Creek and Potomac Parkway, Georgetown Waterfront Park, Thompson Boat House, Georgetown Boat Clubs, and a section of the C&O Canal. The study boundary includes K Street and the storefronts along its north front and a section of the Whitehurst Freeway. This entire area is in public ownership, except for the Washington Harbor and Watergate complex and properties along the north side of K Street.



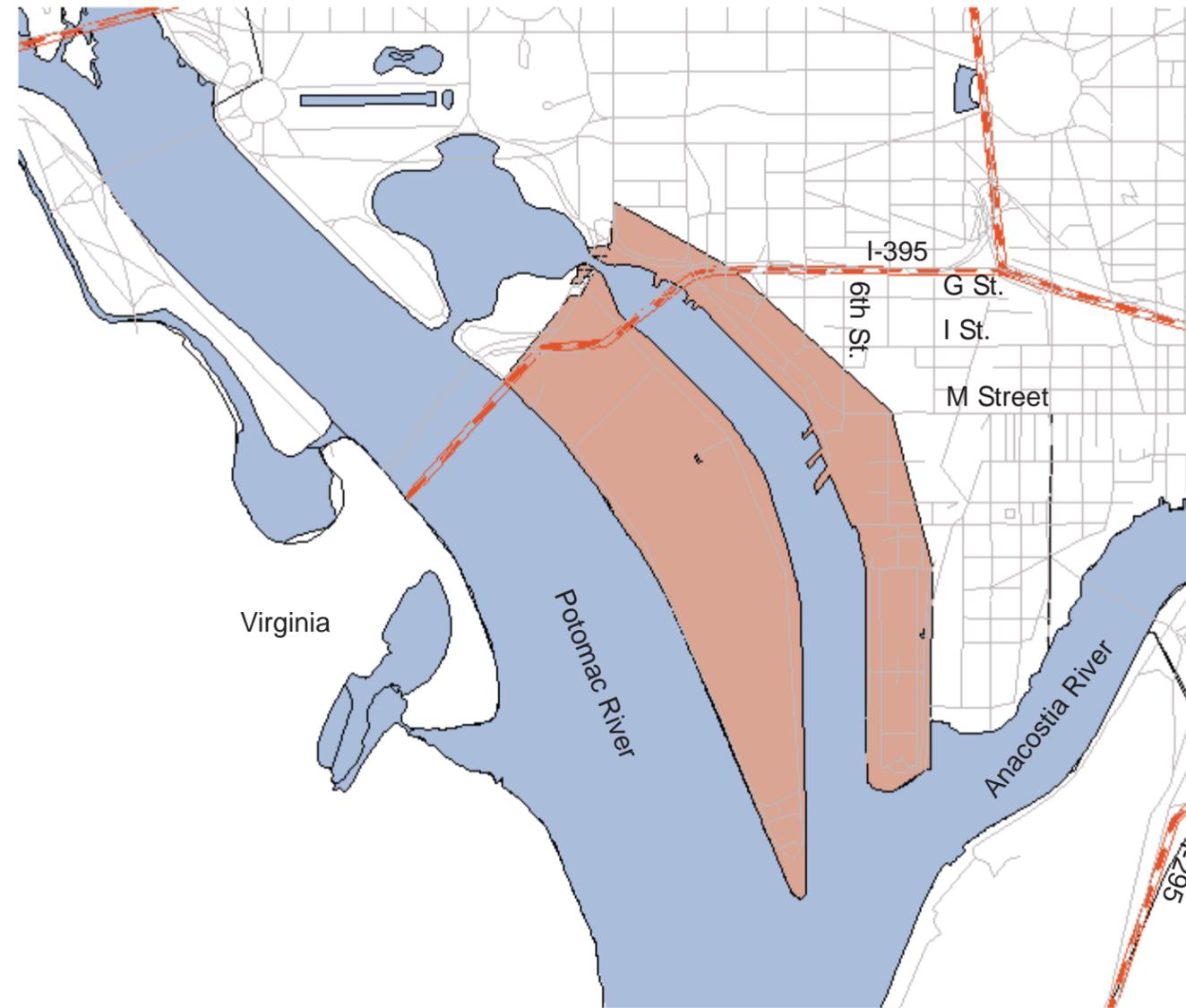
GEORGETOWN WATERFRONT AREA



Southwest Waterfront

The Southwest Waterfront Opportunity Area is generally bounded by Maine Avenue on the north, the Frederick Douglass Bridge on the east, the 14th Street Bridge on the west, and the Potomac River on the south. This area includes East Potomac Park, the Washington Channel, Fort McNair, the D.C. Harbor Police and Fire Boat facilities, the Municipal Fish Wharf, and related commercial and retail activities along Water Street, Waterside Mall, Banneker Overlook, Waterside Towers and Greenleaf residential complexes, Arena Stage, and Buzzard Point.

The study area includes a mixture of commercial and residential land uses, and is best known for its marinas, fish market, restaurants, and tour boat facilities. The Southwest area features neighborhoods comprised of high-rise luxury apartments with open views of the Potomac River and waterfront areas and a variety of townhomes nestled within uniquely designed low-scale subdivisions and tree-lined streets. East Potomac Park is a vast park area comprised of open lawns, a golf course, picnic grounds, bike paths, and a limited number of small recreation facilities. The Washington Channel separates East Potomac Park and the waterfront and is an active waterway used by pleasure craft and tour boats.



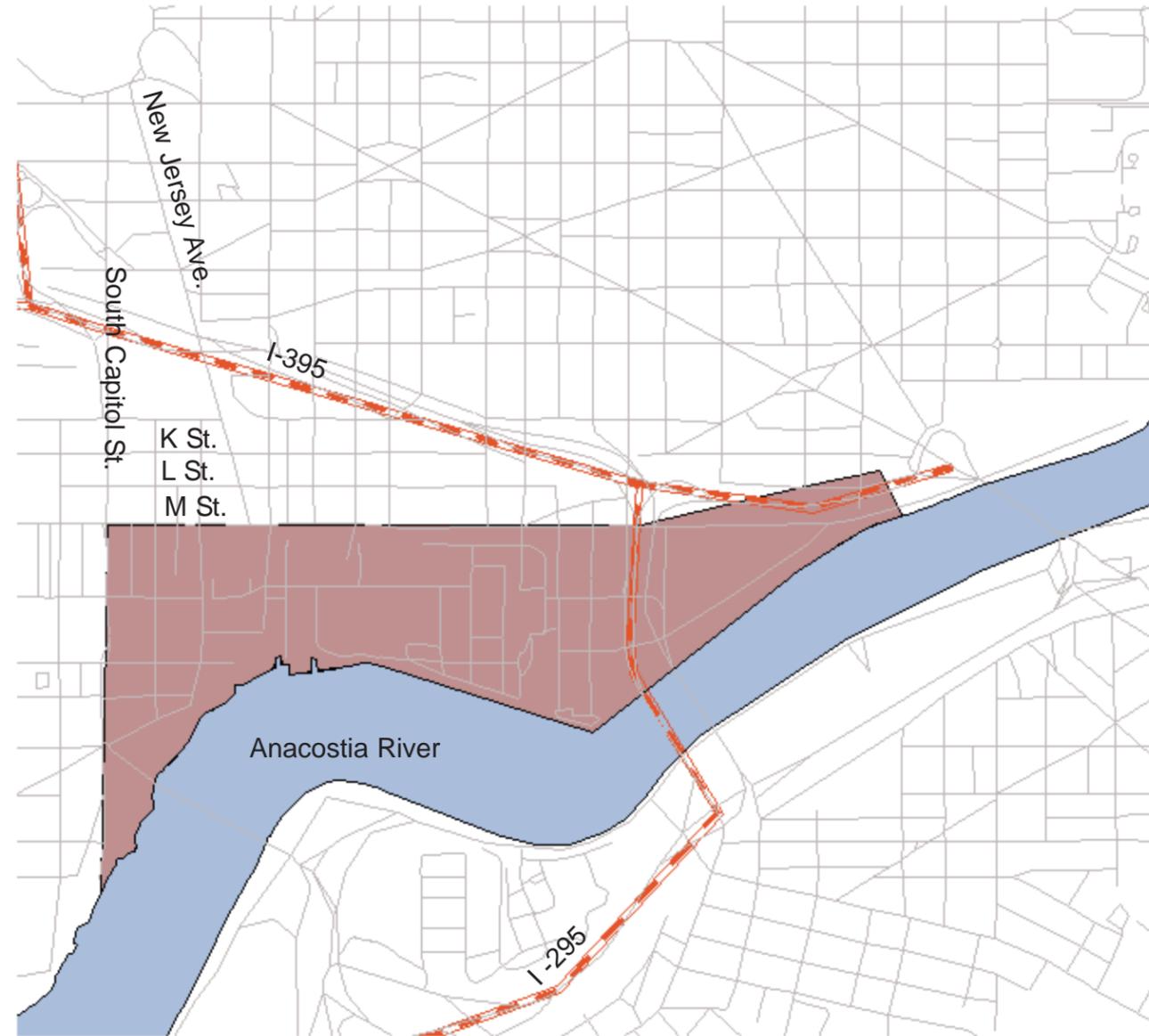
SOUTHWEST WATERFRONT AREA



Southeast Waterfront

The Southeast Waterfront Opportunity Area is located in the southeastern portion of Ward 6 near the Anacostia River. The area is bounded by M Street on the north, the Sousa Bridge on the east, and the Frederick Douglass Bridge on the west. Included in this area are the Southeast Federal Center (SEFC), the Washington Navy Yard, the D.C. Department of Public Works pumping facilities, the Washington Gas Company, and Florida Rock development properties. The SEFC is a 60.5-acre site under the jurisdiction of the General Services Administration (GSA). Although the SEFC is located one mile from the Capitol and two miles from the District's downtown business center, relatively few people are employed at the site. The SEFC is relatively undeveloped, but it offers the federal government an opportunity to decrease its reliance on privately owned leased space.

On the eastern boundary of the SEFC, the Navy Yard is a 126-acre facility bounded by M Street on the north, 11th Street on the east, Isaac Hull Avenue on the west, and the Anacostia River on the south. The Navy Yard has historical importance as many of its existing structures were constructed before and during World War II. The Navy Yard continues to host a variety of activities and employs 6,500 civilian and naval personnel at its waterfront location. Along with the SEFC, it is the focus of major development and restoration proposals. M Street, anchored by the SEFC and Navy Yard, has been identified as a significant economic development opportunity area.

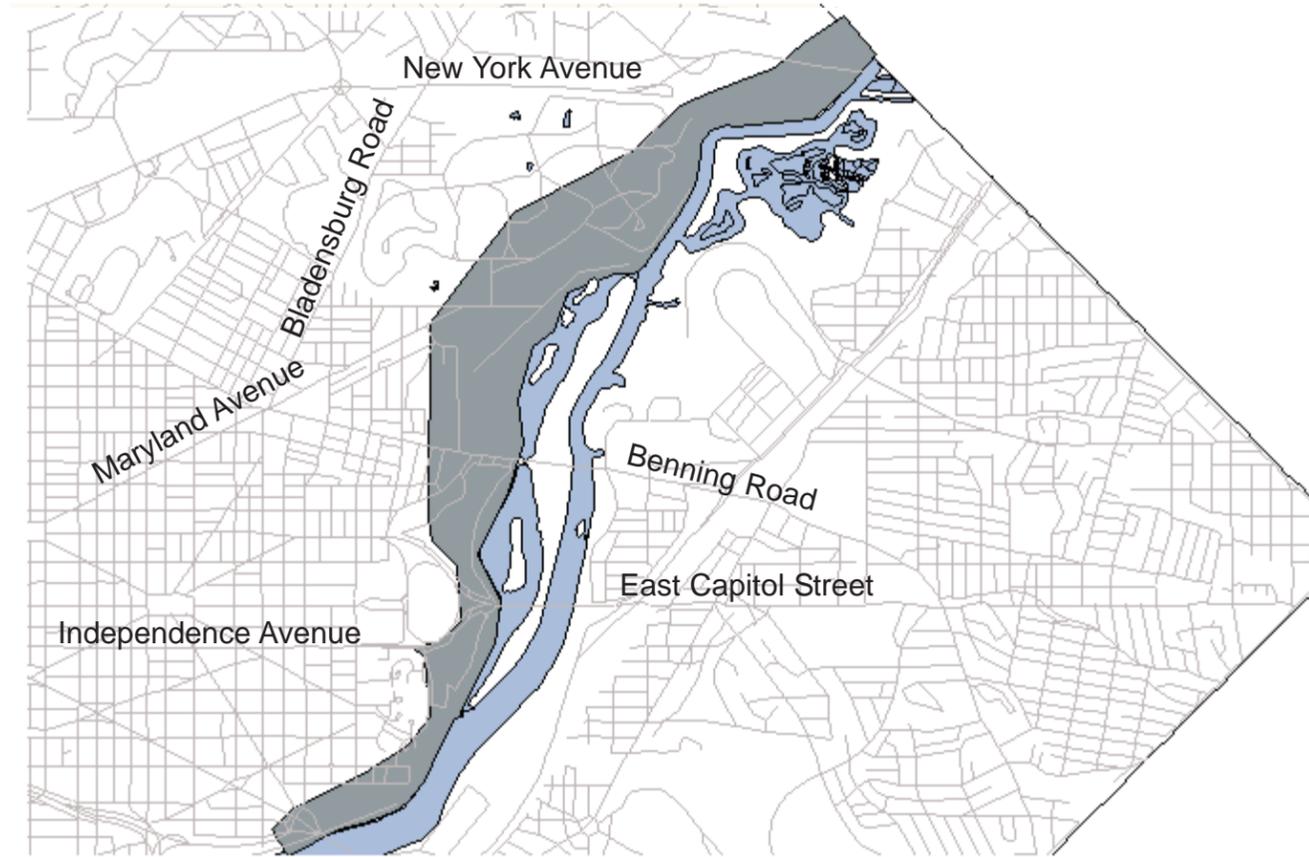


SOUTHEAST WATERFRONT AREA

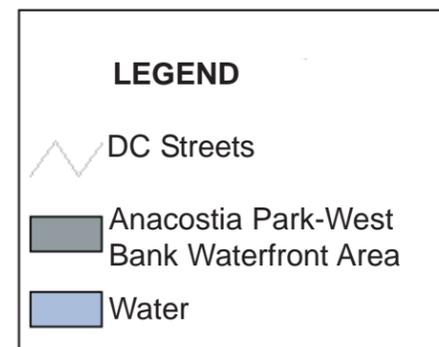


Anacostia Park-West Bank

The Anacostia Park-West Bank Opportunity Area extends generally from the Sousa Bridge to the Prince George's County boundary in the vicinity of New York Avenue. This area contains the RFK Stadium, the D.C. Armory complexes, and the Langston Golf Course. Also included in this area are the Congressional Cemetery, the D.C. Jail and General Hospital complexes, Kingman Lake, Heritage Island, and portions of the National Arboretum and Fort Lincoln New Town.



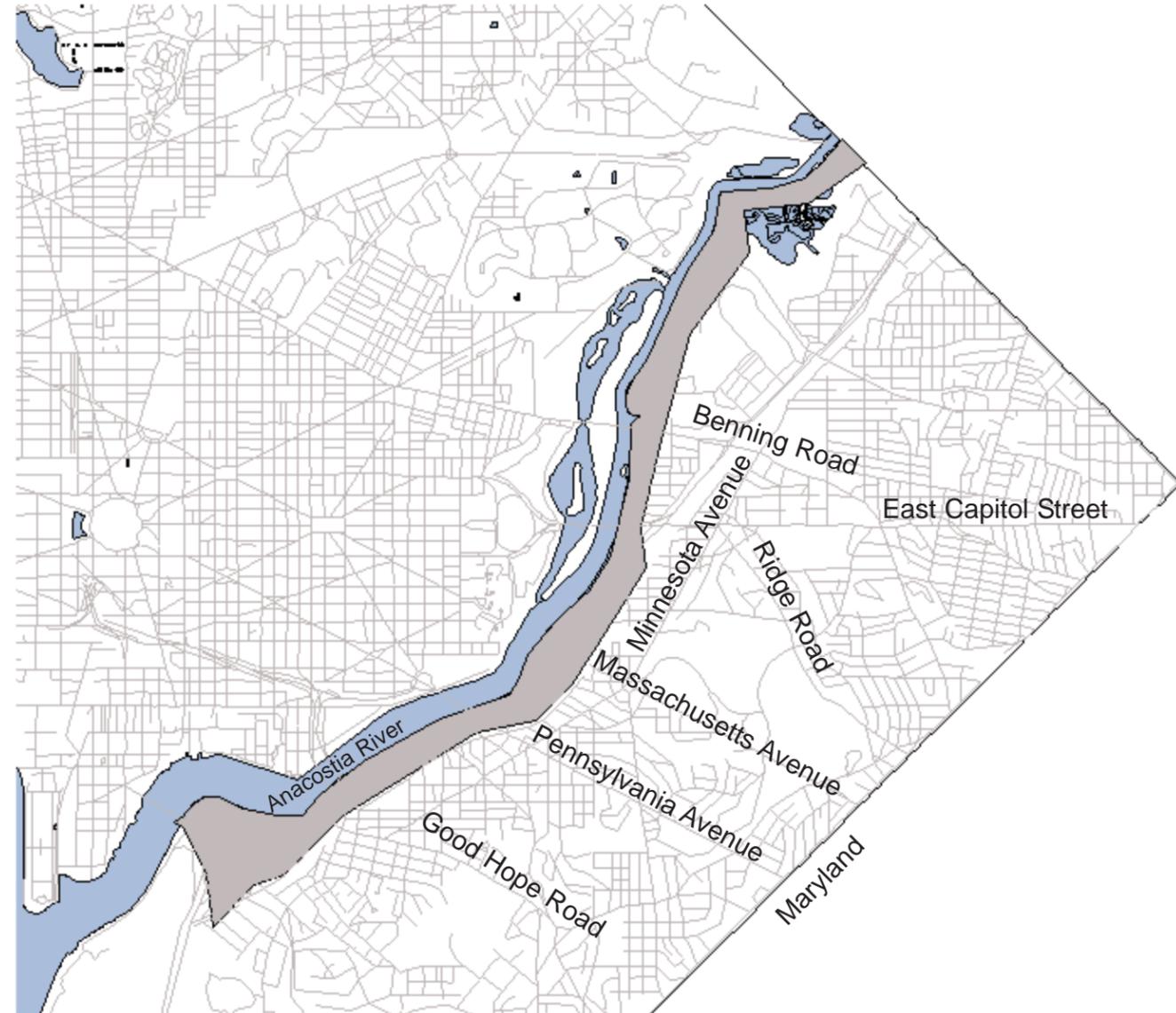
ANACOSTIA PARK-WEST BANK WATERFRONT AREA



Anacostia Park-East Bank

The Anacostia Park-East Bank Opportunity Area extends from the Frederick Douglass Bridge to the Prince George's County boundary in the vicinity of New York Avenue. This area consists of mostly National Park Service parkland and includes Poplar Point, the Anacostia metro station and parking garage, National Park Service's Police Headquarters, Kenilworth Park and Aquatic Gardens, and passive and active recreational facilities.

The Aquatic Gardens maintains a rich horticultural history and is the only unit of the National Park Service dedicated to the propagation of aquatic plants. Kenilworth Marsh surrounds the Aquatic Gardens on three sides and is the last remaining tidal marsh and wetland along the Anacostia River that also functions as a natural aquifer for the Aquatic Gardens.



LEGEND

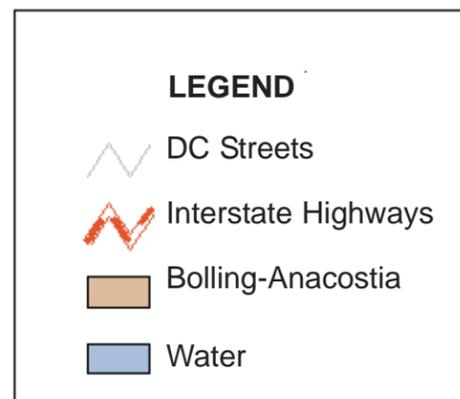
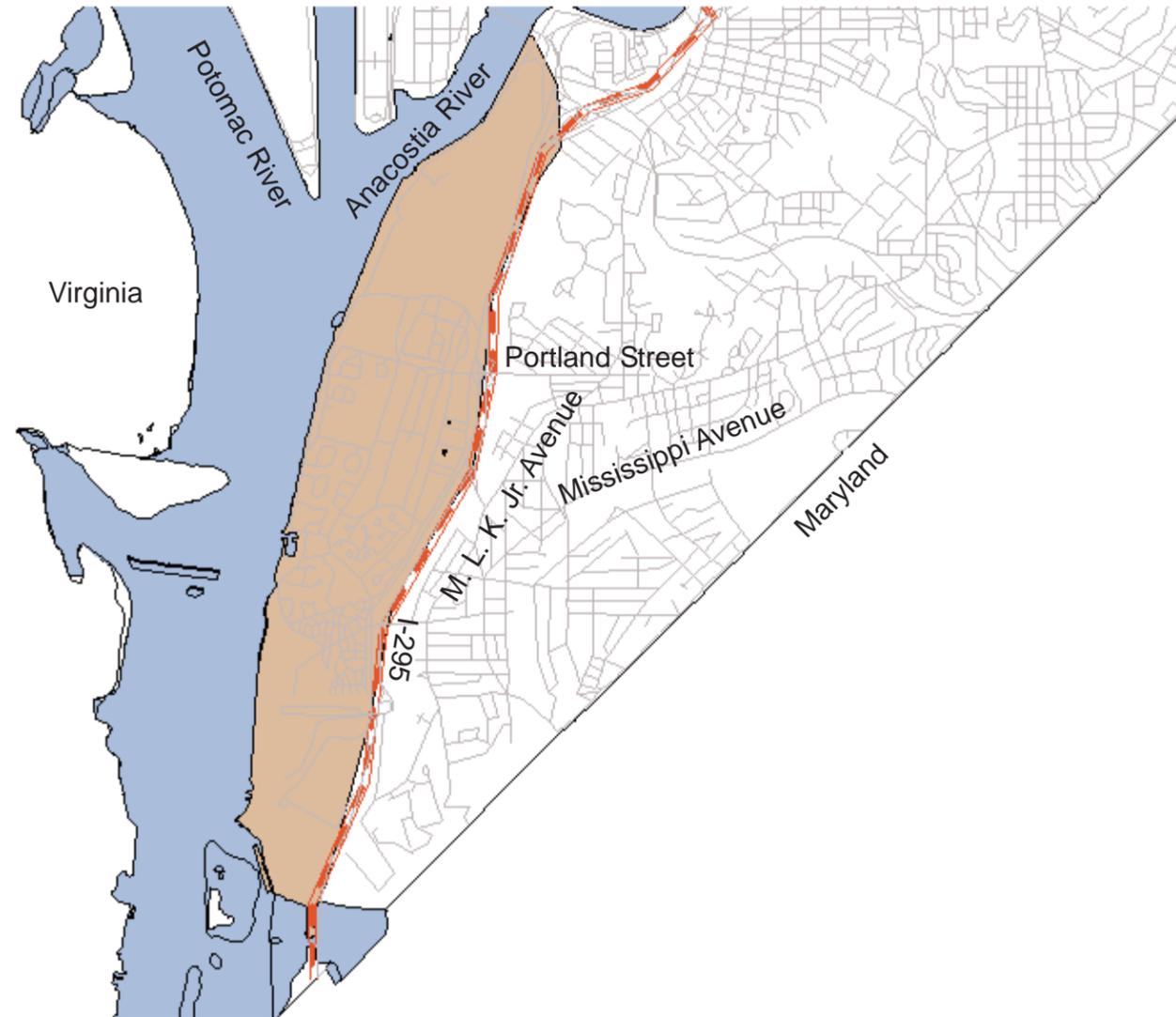
-  DC Streets
-  Interstate Highways
-  Anacostia Park-East Bank Waterfront Area
-  Water

ANACOSTIA PARK-EAST BANK WATERFRONT AREA



Bolling-Anacostia Waterfront

The Bolling-Anacostia Tract Opportunity Area is comprised of land between the Anacostia River and Interstate-295 from the Frederick Douglass Bridge on the north to Oxon Cove on the south. The area consists of approximately 1,000 acres and includes the Bolling-Anacostia Tract, which houses the Naval Station-Anacostia, Bolling Air Force Base (the principal user), the Defense Intelligence Agency, and the Naval Research Laboratory. The Blue Plains Wastewater Treatment Facility is located at the southern end of the opportunity area.



BOLLING-ANACOSTIA WATERFRONT AREA



C. Existing Conditions

Georgetown Waterfront

Two distinct topographic features characterize the area. The land along the Potomac River is predominately flat and paved. Much of this is the result of the existing privately owned outdoor public parking facilities and the District of Columbia's Department of Public Works storage facility. The land north of K Street slopes upward along Wisconsin Avenue and other local streets running parallel to Wisconsin Avenue. Trees and other vegetation are nearly nonexistent between Georgetown Harbor and the Key Bridge. Vegetation is more evident east of Georgetown Harbor and helps to define the entrances to the C&O Canal and the Rock Creek and Potomac Parkway.

Southwest Waterfront

The topography of the Southwest Waterfront Opportunity Area is generally flat terrain. East Potomac Park is low-lying grass parkland with medium tree cover. This area contains park access roads, recreational facilities, and the headquarters building of the Park Service's regional office. Parklands west of the channel are prone to periodic flooding due to their low elevation and high water table. The waterfront east of the channel is urban in character. Vegetation is sparse within marina areas and low-scale commercial buildings line the shoreline between the channel and Maine Avenue. Northeast of the waterfront, the terrain rises slightly and is dominated by hard vehicular and pedestrian surfaces that form the Southwest neighborhood street grid.

Southeast Waterfront

The major natural feature within the Southeast Waterfront is the Anacostia River. The shoreline has been altered as a result of filling and, in most places, is 100-200 feet south of its original location. The elevation of the riverbank is approximately five feet at the tip of Buzzard Point and increases to about 30 feet near Potomac Avenue and First Street, SW.

The Southeast Federal Center (SEFC) and Navy Yard waterfronts are defined by an existing pier head line that extends 200 feet from the seawall. Most of the land that comprises the SEFC and Navy Yard is gently sloping paved surfaces extending from the riverfront to M Street. The Navy Yard is industrial in character and has few trees and landscaped spaces around its World War II-era buildings and post-war additions. The SEFC is less developed. Vegetation throughout the SEFC complex is limited and there are extensive areas of paved surfaces.

Anacostia Park-West Bank

The topography within the opportunity area is generally flat with steep slopes around the stadium, arboretum, and Fort Lincoln sites. Much of the natural topography of the park property has been modified by roads and parking areas that serve the RFK Stadium and the Armory. The low-lying shoreline along Kingman Lake rises steeply to provide a setting for the stadium area east of 19th Street, and changes sharply in elevation to meet Constitution and Independence Avenues, located on each side of the stadium site. The stadium site is sparsely vegetated because of the large paved parking areas. Lawns, picnic areas, and vegetation are located around the perimeter of the parking surfaces that dominate the landscape. Heritage and Children's Islands are two densely vegetated pieces of land located east of Kingman Lake and are accessible only by a pedestrian bridge.

Anacostia Park-East Bank

The terrain of the park includes a thin strip of relatively flat, low-lying waterfront grasslands. The area contains open fields and picnic and recreation areas located between the Bolling-Anacostia Area and the Whitney Young Memorial Bridge (East Capitol Street). Groups of small trees are sparsely located around playing fields and provide only limited screening between the nearby freeway and the park. The greenway is interrupted along its length by the Sousa Bridge, the 11th Street Bridge, the Welsh Memorial Bridge and the Frederick Douglass Memorial Bridge.

Parklands north of the low-lying grasslands in the vicinity of the Whitney Young Memorial Bridge and Children's Island are predominately wooded with some marshland and wetland areas located around Kenilworth Aquatic Gardens. The Kenilworth Aquatic Gardens combine open space picnic areas, playing fields and play courts, and formal garden areas located among small islands and ponds within a group of waterways and tributaries. The area is heavily vegetated and is a sensitive ecosystem that functions as a wildlife refuge.

Bolling-Anacostia Waterfront

The Bolling-Anacostia area is a low-lying coastal land area situated at the foot of the Anacostia hills. Much of the area is comprised of fill material initially placed to provide added space for the original airfield prior to its transformation as a ceremonial and administrative military facility. Its proximity to the river and its low elevation make drainage difficult. Bolling Air Force Base and the Naval Air Station are protected against overflow and flooding by an earth levee system. From the shoreline, the land rises gently in elevation toward South Capitol Street, the eastern boundary of the base, and Interstate-295.

The freeway infrastructure extends along the length of the complex and the steep slope of hills to the east effectively separates the installation

from the community. The terrain slopes upward to elevations that provides Anacostia with some of the region's most sweeping panoramic views of downtown Washington, the Potomac River, and parts of Northern Virginia. The internal landscape is based upon the service road network. Trees and other vegetation are situated along roads, and around facilities, housing, and centralized open spaces.

D. Land Use

Georgetown Waterfront

The Georgetown area incorporates a rich mix of commercial and residential land uses. The area combines low- and moderate-density residential uses with neighborhood-scale retail activities. The historic character of the area, its abundant street activity, and its broad range of retail goods and services make Georgetown a major destination for visitors. Development includes low- and medium-density residential and commercial uses. Building character ranges from both low-density residential to small scale and low-density commercial activity to medium-density residential and commercial uses. Residential types include row houses, garden apartments, and mid-size apartment buildings. The commercial district north and south of M Street is low-density mixed residential/commercial use. The Watergate complex is a medium- and high-density mixed-use activity which is designated as medium-density in the zoning regulations.

Portions of the Georgetown Waterfront Park have been developed. The overall park is located between K Street and the Potomac River and extends from 29th Street and the C&O Canal terminus to just beyond Key Bridge. This includes the land currently used by the District of Columbia Department of Public Works for service and equipment storage. The National Park Service presently leases approximately 2,400 linear feet of the undeveloped Georgetown Waterfront Park property to the District of Columbia Department of Public Works for equipment storage and to a commercial parking lot operator. Also included in the park is the Georgetown Harbor complex, a mixed-use waterfront complex consisting of office and retail space.

Southwest Waterfront

The majority of the land south of the Southwest Freeway is used for parks, open space, commercial, retail, and residential purposes. The Southwest Waterfront is one of only two developed waterfronts within the District, the other being Georgetown. Several seafood restaurants are located along the shoreline. Varied housing types include efficiencies, luxury apartments, townhomes, and garden apartments. Waterside Mall, waterfront restaurants, and the Channel Inn Motel located along Water Street are the only significant commercial/retail establishments within the Southwest Opportunity Area. However, there are smaller establishments scattered throughout the area.

Fort McNair is a National Historical Landmark and headquarters of the Military District of Washington and the National Defense University. The National War College is located at the south end of the fort and marks the entrance to the Washington Channel. The fort, which enhances the appearance of the shoreline with its landscaped waterfront on the west and south, is generally open to the public.

Southeast Waterfront

The majority of the private land in the opportunity area is zoned for industrial uses. These lands are located in the Buzzard Point/South Capitol Street area. Industrial facilities are located along the eastside of the Anacostia Waterfront, and near the Navy Yard and Buzzard Point. Medium-high-density row dwellings and flats are found in the Buzzard Point area, while medium- and high-density apartment buildings are located north of the Navy Yard. This area and many of its existing buildings have historical military significance and continue to serve Navy and civilian personnel.

Anacostia Park-West Bank

The opportunity area contains a variety of residential, institutional, sports entertainment, marina, and specialized and recreational park uses. The most well-known landmark in the area is Robert F. Kennedy Memorial Stadium, formerly the home of the Washington Redskins. The stadium is located on 160 acres of federal parkland, more than half of which is used for surface parking. Immediately south of the stadium/armory complexes are the D.C. Jail and D.C. General Hospital complexes. North of Benning Road is the National Arboretum, the historic Langston Golf Course, and Fort Lincoln New Town. Recreational uses include the Langston golf course, a limited number of public play fields, picnic areas, and wetlands. The National Arboretum is a designated natural landmark. Anacostia Park is an important component of the national park system in the National Capital Region.

Anacostia Park-East Bank

Athletic fields, picnic areas, and wetlands comprise a significant part of the East Bank. The East Bank falls within the designation of "Parks, Recreation and Conservation Facilities" in the Comprehensive Plan. Much of the park's southern boundary is defined by Interstate-295, which separates the park from the moderate-density housing and local public facilities east of the river. Park recreational uses are briefly interrupted between Howard Road and Suitland Parkway, where the land is designated for medium-density commercial and institutional uses. The Kenilworth Aquatic Gardens are an important natural feature of the national park system under local jurisdiction of the Park Service.

Bolling-Anacostia Waterfront

All of the land within the opportunity area is in public ownership. The majority of the area is under the jurisdiction of the Department of Defense and is used for military functions of the Air Force and Navy. The functions include activities such as administrative and personnel support, industrial and technical research, educational activities, housing, and recreation. The Blue Plains facility is located at the southern end of the area, and is the primary wastewater treatment plant for local jurisdictions in the National Capital Region.

E. Transportation

Georgetown Waterfront

This opportunity area is well-served by a system of streets and highways and pedestrian paths that provide direct connections from Maryland, Virginia and other parts of the District. Among these are the Whitehurst Freeway, I-66/Memorial Bridge, Rock Creek and Potomac Parkway, Canal Road, Wisconsin Avenue, Key Bridge, and K Street. K Street is the primary road serving the waterfront area.

Perpendicular to K Street and providing direct access to the waterfront from M Street are 29th, 30th, 31st, 33rd, 34th, and Thomas Jefferson Streets. These are narrow local neighborhood streets with connections to bike and pedestrian paths along the C&O Canal waterway. The C&O Canal runs the entire length of the Georgetown Waterfront and provides access to K Street and the river via intervening pedestrian bridge crossings.

The main pedestrian and vehicular access to the Kennedy Center is by a formal entry drive and drop-off on the east side of the center. Other access points to the site are the entrance ramp from the E Street Expressway at the southeastern end of the site and an entrance ramp from the parkway on the south.

Southwest Waterfront

Primary vehicular access to the Southwest Waterfront is by Maine Avenue and 7th and M Streets. The Southeast/Southwest Freeway and 14th Street provide secondary access. Maine Avenue and Water Street run parallel to the waterfront. Maine Avenue serves as a collector street for 7th Street, which is the only vehicular corridor providing a direct connection to the waterfront from the Mall area and the city's downtown business district.

The waterfront is accessible to pedestrians from Maine Avenue. Metrobus and Metrorail's green line also serve the waterfront. The Waterfront/Southeastern University metro station is located in the vicinity of 4th and M Streets and is within walking distance of the waterfront. M Street serves as the primary means of access to the station from the

east while 4th Street serves that function from the south. Public parking is limited along the waterfront; however, in some locations where there is commercial retail activity, underground public parking is available.

Southeast Waterfront

Vehicular access to the opportunity area is provided from M, South Capitol, 8th, 9th, and 11th Streets. M Street runs east and west between 11th Street, SE and Maine Avenue, SW. Access from the Anacostia Freeway (I-295) is provided via the 11th Street Bridge. The area is served by public transportation through the green line's Navy Yard metro station and bus routes primarily along M Street. Pedestrian access to M Street is provided from several north-south streets. Pedestrian access to the waterfront is limited and difficult. The only developed means of access to the waterfront is through the Navy Yard and the pump house site which is used by the Earth Conservation Corps and located at the western edge of the Southeast Federal Center along New Jersey Avenue.

Anacostia Park-West Bank

The area is well-served by the surrounding local streets, including East Capitol, 19th, and C Streets; Benning Road; and Massachusetts, Maryland, Oklahoma, Potomac, Constitution, and Independence Avenues. The formal vehicular entrance to the stadium and Armory grounds is located at 19th Street near East Capitol Street. Oklahoma Avenue and 22nd Street border the park along its northwest edge and provide neighborhood access to fields, stadium parking, picnic areas and the Langston Golf Course from local streets. The area is also well-served by public transportation. Metrorail's blue and orange lines provide transit service to the park via the Stadium-Armory station located near 19th Street. Metrobus service is provided on most of the major streets surrounding the area. Pedestrian pathways within the park and access to the shoreline and Kingman Lake are limited. An existing park road provides through access for service vehicles.

Anacostia Park-East Bank

Access to the park is limited to a few local streets that extend from the Anacostia commercial district and points north. The most direct access is provided by Good Hope Road and access ramps connect the Frederick Douglass Bridge to a series of smaller two-lane internal park roads. Interstate-295 remains a barrier between the park and the Anacostia commercial and residential areas.

There is no direct access from the freeway to the park. A series of two-lane access roads are the primary means of vehicular circulation throughout this portion of the park and provide access to a limited number of park facilities and Anacostia Drive, which is a two-lane through

road that runs parallel to much of the shoreline. Access to Kenilworth Aquatic Gardens is provided by Anacostia and Deane Avenues and Douglas Street. The park's internal pedestrian/bike paths provide access to the picnic grounds and other recreational areas.

Bolling-Anacostia Waterfront

South Capitol Street is a four-lane road that provides access to both the Naval Air Station and Bolling Air Force Base. The base is also accessed from Portland Street. Access to the Naval Research Laboratory and Blue Plains is limited to a single exit off of I-295. Pedestrian access is available but limited. Only the Bolling Air Force Base and Blue Plains have general public access. Metrorail and Metrobus service is available only to portions of the opportunity area. Metrobus services the Air Force Base and the Anacostia metro station (green line) is located just north of the area.

F. Urban Image

The planning and development initiatives within the opportunity area must further the goals and objectives of the Comprehensive Plan. Plans and proposals for the opportunity areas must have the potential to help reinforce the urban design framework of the Nation's Capital. Initiatives that preserve, complete, and extend the fundamental and historic concepts of spatial organization that distinguish the city are encouraged.

Emphasis is placed on waterfront areas that are strategically placed within the larger urban design framework of the Nation's Capital and could have a major impact on the image of the federal establishment. Planning initiatives should have the opportunity for: spurring economic development; preserving open space along the waterfront; improving pedestrian accessibility; and increasing water-related recreational activity.

III. WATERFRONT ISSUES

A. Identification of Concerns

Included in the following discussion is a broad assessment of some of the planning concerns that have been identified for each opportunity area. These concerns have been derived from past and present planning initiatives, an analysis of existing conditions, physical barriers and consultations with private and public sector representatives. The following concerns were used to better define some of the primary issues and opportunities for each opportunity area.

Georgetown Waterfront

Some of the planning concerns in the opportunity area are completing development of the Georgetown Waterfront Park, linking the Kennedy Center to the waterfront with a new trail system, and providing better public access through improved pedestrian walks, parking, public transportation, and area signage.

Southwest Waterfront

Although the Southwest urban renewal programs of the 1950s focused on taking maximum advantage of the waterfront, the economic and recreational potential of the area remain unrealized. The issues key to a revitalized Southwest Waterfront are access, public street and landscape improvements, and a stronger retail/commercial base.

Southeast Waterfront

The Southeast Waterfront Opportunity Area has been identified by NCPC and the District as an area of significant commercial and residential development potential. The employment level at the Navy Yard is expected to increase by approximately 5,000 in the near future as a result of the Naval Sea Systems Command relocation. Development of the Southeast Federal Center (SEFC), which hosts approximately 200 federal employees, is less advanced. The current master plan has been put on hold as the General Services Administration considers several options for the potential use and redevelopment of the site, including residential.

While plans for the Navy Yard include a variety of landscaping and waterfront-related proposals to restore the complex and add energy to the District's economic revitalization efforts, these and other efforts could be stymied by a slowdown in development at the SEFC. Stimulating development and increasing activity along this important waterfront location will require the right formulation of mixed uses within the SEFC and improved access to the area.

Anacostia Park-West Bank

The use of the West Bank of Anacostia Park has been largely dictated by activities at RFK Stadium and the D.C. Armory complex. As events at the stadium and armory are somewhat seasonal and as the area lacks activities that would make it a year-round draw, the park has remained vastly underutilized. Furthermore, the grounds are poorly maintained with the exception of the National Arboretum and the river further to the north. The park's west bank is accessible from surrounding neighborhoods and its rolling terrain is suitable for large-scale outdoor events and family activities. The most significant opportunities include restoring the open space, providing environmentally sensitive public attractions to residents and tourists, and improving public access to the water.

Anacostia Park-East Bank

The inability to attract more pedestrians and tourists to this waterfront park because of poor conditions has been an issue since the early 1900s. Plans for the environmentally sensitive areas of the park are centered around preserving their historic and natural features, while making them more accessible to visitors and tourists. The National Park Service assumes that Kenilworth Aquatic Gardens will remain primarily a passive recreational and environmental resource. As a southern anchor and terminus to the South Capitol Street corridor, Anacostia Park's East Bank is key to reconnecting the Anacostia community to the waterfront. Concerns affecting opportunities for upgrading the park's East Bank include increased public access, open space preservation/restoration opportunities, and limited waterfront development opportunities.

Bolling-Anacostia Waterfront

The Bolling-Anacostia area occupies land with natural physical characteristics that provide some of the region's most important and scenic open space opportunities along the east bank of the Potomac River. While development within Bolling is largely focused on improving internal base facilities, the shoreline that extends from Poplar Point and the Naval Air Station to the Blue Plains Water Treatment Facility provides the Department of Defense and the District with unique opportunities to extend the regional park system and restore the natural features along the shoreline. Opportunities for other improvements include the expansion of access for military personnel and families, the expansion of water-related recreational facilities, and the provision for limited development opportunities.

B. Planning Issues

Based upon the analysis of conditions, current proposals and concerns, the following is an overview of issues that impact each of the opportunity areas. Identification of these issues and a review of current and proposed plans (if any) are the foundation of the recommended opportunities discussed in Section C of the study.

Georgetown Waterfront

- The Georgetown Park Plan proposed by the National Park Service and approved in 1987 by the National Capital Planning Commission has not been fully implemented due primarily to a lack of funding and the use of a significant portion of the site by the D.C. Department of Public Works. This open space has remained undeveloped and is a key component in the establishment of a continuous shoreline park system in the Nation's Capital.

- In addition to the existing tour boats, a water taxi service should be considered as an alternative means of access to Georgetown for tourists, visitors, and employees.

- The Kennedy Center is disconnected from the Potomac River environment and should have a direct pedestrian connection to the river. The Kennedy Center supports this idea but lacks the funding for its implementation.

- The area lacks an overall coordinated signage system. After completing the waterfront park, additional signage will be needed to guide pedestrians and visitors to the park from activities along M Street and Wisconsin Avenue, the Kennedy Center, and other parts of the waterfront.

Southwest Waterfront

- The lack of convenient pedestrian access, available parking, and clear signage has limited economic development along the Southwest Waterfront. The Southwest Freeway is a significant urban barrier separating the Mall and its museums, monuments, and other federal facilities from the waterfront and East Potomac Park.

- Seventh Street, Maine Avenue, and M Street are major arteries that connect the Southwest community and points north and east to the water. However, they lack landscaping and pedestrian amenities that could help draw pedestrians to the activities on the waterfront.

- Because access to East Potomac Park is circuitous, a potentially valuable recreational resource is underutilized and disconnected from the city.

- The Southwest Waterfront lacks a critical mass of commercial/retail activity and recreational opportunities to attract residents, daytime office workers, and tourists.

- Establishing water taxi stations near centers of activity along the Southwest Waterfront would support an expanded water transportation service along the river.

- The waterfront between Maine Avenue and the Washington Channel is a built-up concrete edge devoid of trees and other forms of vegetation. This condition contributes to an unattractive environment.

- The conditions of the park's seawall and its bike paths need improving. Furthermore, the long-term commitment for the park as an attractive destination for residents and tourists is unclear.

Southeast Waterfront

- The Southeast Waterfront lacks a critical mass of commercial/retail activity and recreational opportunities to attract residents, daytime office workers, and tourists.

- Public access from M Street to the waterfront is limited due to security and design requirements at the Southeast Federal Center (SEFC) and Navy Yard.

- A significant amount of property within the boundaries of the SEFC and the Navy Yard is used for surface parking.

- The establishment of a pedestrian path along the Navy Yard and SEFC is key to continuous public access along the entire Anacostia River.

- The SEFC and Navy Yard Opportunity Area lacks a significant supply of middle- to upper-income housing. Strengthening the residential base would help stimulate commercial/retail activity within the opportunity area.

- Natural features and environmental conditions should be preserved and protected. Where significant features have been lost or disturbed, efforts should be made to repair and mitigate past damage.

Anacostia Park-West Bank

- For a limited number of events throughout the year, a significant amount of the park is used as surface parking for visitors to RFK Stadium and the D.C. Armory complexes. The park boundary is fragmented and largely undefined because of through traffic and internal roadways serving the stadium and armory activities.

- Plans for all of the waterfront parks have been developed by the National Park Service and approved by NCPC over the past 25 years. These plans have not been implemented due to the lack of funding and the uncertainty of the Barney Circle Bridge Crossing project.

- The uncertainty over the completion of the Barney Circle Freeway project affects the implementation of park improvements along the east and west banks of Anacostia Park.

- Increased outdoor recreational and boating activity and new commercial waterfront development are contingent on continued efforts to improve the Anacostia River's water quality and restoring and maintaining the natural conditions along the shoreline.

- Access to the shoreline is limited and the adjacent parkland lacks attractions that would draw people into the park and to the river's edge.

- The existing marina is strategically located but unattractive, underused, and not easily accessible.

- The existing railroad bridge just north of the marina restricts boating and small commercial craft and water taxi transportation on the river.

Anacostia Park-East Bank

- Anacostia Park-East Bank is effectively isolated from the community by the Anacostia Freeway (I-295). Vehicular and pedestrian access routes into the park from the commercial and residential neighborhoods east of the freeway are limited.

- Redesigning existing bridge crossings to include new architecturally enhanced pedestrian walks would improve access to the East and West Banks as well as improve the appearance of the bridge.

- Anacostia Park lacks pedestrian orientation, a sense of place, and has limited pedestrian access. An improved environment of shaded pathways, bike trails, active recreation, picnic areas, and strolling would require more adequate screening from the nearby highway.

- Plans for improving the park should focus on attractions that draw people to the East Bank. A sense of destination that appeals to the community, and tourists is needed in this area.

- Plans for all of the waterfront parks have been developed by the National Park Service and approved by NCPC over the past 25 years. These plans have not been implemented due to the lack of funding and the uncertainty of the Barney Circle Bridge Crossing and Poplar Point projects.

Bolling-Anacostia Waterfront

- The Bolling-Anacostia shoreline lacks a unified landscape treatment along the waterfront. Because of the shoreline's scenic qualities, it is an important link in the shoreline park and trail system in the National Capital.
- Development on Bolling Air Force Base does not take full advantage of view corridors to the river.
- Views of the Bolling-Anacostia Tract from the water and portions of the Virginia shoreline are distinguished by built-up areas of the complex's shoreline which have a hard-edged industrial character.
- The location of the Bolling-Anacostia Tract limits accessibility to the complex for military personnel, their families, and visitors.
- Due to their locations at the centers of activity, the existing boat marina should be repaired and the adjacent Officers Club at Bolling Air Force Base should be improved.

C. Opportunities

The Potomac and Anacostia Rivers offer solid opportunities to create appropriate redevelopment and to reinforce the existing neighborhoods. The vast amount of available land offers the potential for successful development. Successful development would enhance existing features in each of the opportunity areas and stabilize neighborhoods in a way that contributes to a powerful sense of place. Inappropriate development would include buildings out of character and scale with the current urban fabric and a waterfront separated from its adjacent communities.

Goals for principal opportunity areas include:

- Development of a trail system along the shoreline of each opportunity area to form a continuous trail system.
- Preservation and improvement of existing open space for the enjoyment of the public.
- Identification of opportunities for new recreational open space.
- Improvement of public access to the shoreline.

Georgetown Waterfront

- The National Park Service (NPS) should complete the development of the Georgetown Waterfront Park in accordance with the NPS Park Plan proposal approved by the National Capital Planning Commission in 1987.
- The D.C. Department of Public Works should expeditiously relocate its equipment that is currently located within the boundaries of the Georgetown Waterfront Park.
- The Park Service should work with representatives of Georgetown Harbor and the Kennedy Center to identify potential water taxi stations along the waterfront.
- The D.C. Office of Planning and the Department of Public Works, the Kennedy Center, and the Park Service should collaborate with the sponsors of the Georgetown Business Improvement District to prepare a signage system. Such a system would provide a connection between the commercial district and waterfront park activities.
- The D.C. Office of Planning and the Department of Public Works, in coordination with the Park Service and NCPC, should prepare a new streetscape plan for K Street. The streetscape plan would help reduce the visual impact of the Whitehurst Freeway along the waterfront, enhance the appearance of K Street, and link the waterfront to the Georgetown Historic District. These improvements can be achieved through the use of attractive streetscape finishes and amenities to create a special district connecting the waterfront to commercial corridors and residential areas north of K Street.
- The Kennedy Center, in coordination with the National Park Service, should consider alternatives for providing pedestrian access between the Kennedy Center complex and the Potomac River. The Kennedy Center should explore the concept of a pedestrian connection to the waterfront in the form of a terraced stairway and related boat dock.

Southwest Waterfront

- The District of Columbia's should support efforts to commercially revitalize Water Street and the north end of the Washington Channel. New activities will create links that could attract more tourists from the Mall and surrounding areas.
- The D.C. Department of Housing and Community Development should continue to seek proposals that would reuse existing vacant parcels located between Maine Avenue and Water Street in a manner that would add new commercial/retail uses to the waterfront as recommended by the Urban Land Institute and the Southwest community.

- The District of Columbia should support community interests that are seeking to make streetscape improvements along Maine Avenue, Water Street, and the promenade.
- The District of Columbia should support the implementation of water transportation service along the rivers by establishing water taxi stations near centers of activity.
- The District of Columbia should support the proposed pedestrian connection from the Banneker Overlook to Maine Avenue as a way of linking the Southwest Waterfront area to the Mall area.
- The National Park Service should develop a master plan for East Potomac Park that preserves and better defines the park's open spaces through improved landscaping and consideration of small memorials along Ohio Drive.
- The District of Columbia should consider creating pedestrian linkages that tie the east bank of the Washington Channel to East Potomac Park and connect the Southwest community to the park's open spaces.

Southeast Waterfront

- The Navy and General Services Administration (GSA) should extend the concept of the M Street Streetscape improvements into the Navy Yard and the Southeast Federal Center (SEFC) to better connect this opportunity area to the surrounding community.
- GSA and the Navy should continue their efforts to replace surface parking throughout the SEFC and the Navy Yard with green space.
- The Navy and GSA should prepare a joint plan for developing the waterfront promenade through both facilities.
- Water transportation should be used as another alternative means of transportation to serve the Navy Yard, SEFC, and other areas along the Southeast Waterfront. The establishment of water taxi docking facilities at the boundary of the two federal installations should be pursued.
- The Washington Gas Light Company should work closely with NCPC, the National Park Service, and the District of Columbia in the planning and development of its property to ensure that the new development is compatible with and enhances the natural features of the existing shoreline park.
- The D.C. Department of Housing and Community Development, GSA, Navy, and U.S. Department of Housing and Urban Development should work together to promote new housing along M Street, within the SEFC, and at other sites within the waterfront area.

Anacostia Park-East Bank

- The National Park Service should develop a park master plan for the areas between Poplar Point and the CSX railway tracks. The plan should provide for multi-purpose uses and, landscape screening, pedestrian paths along the water's edge, and improved access.
- The EPA and the Army Corps of Engineers should continue to promote improved water quality. Cleaning of the river should help protect fish, wildlife, and the natural habitat from the possible negative impacts resulting from existing and new development.
- The federal and District governments should consider placing new memorials, museums, or other civic uses on Poplar Point at the east end of the Frederick Douglass Bridge. These uses will attract visitors, tourists, and local residents to the park's fields and picnic areas; stimulate interest in developing underutilized private lands; and aid in connecting the east and west sides of the river.
- The D.C. Department of Public Works, the Federal Highways Administration, the Park Service, and NCPC should study the feasibility of:
 1. Relocating or depressing parts of the Anacostia Freeway (I-295) to reduce barriers and to provide urban connections between Anacostia and the waterfront park.
 2. Improving the Anacostia River bridge crossings to accommodate pedestrian walks that allow direct access between the East and West Banks and connect emerging centers of waterfront activity.

Anacostia Park-West Bank

- The National Park Service and the District government should work to reduce the number of surface parking spaces, the amount of paved area surrounding the RFK Stadium and Armory complexes, and improve water quality by containing storm water run off.
- The National Park Service should prepare a master plan for the park's West Bank that includes increased green areas and public trails with connections to the National Arboretum.
- The EPA and the Army Corps of Engineers should continue to promote improved water quality. Cleaning of the river should help protect fish, wildlife, and the natural habitat from the possible negative impacts resulting from existing and new development.
- The National Park Service and the District government should work together to include civic features and activities within the park.

- The National Park Service should improve the existing marina along the park's West Bank. The marinas should incorporate facilities for boat repair, and landscaping as part of an improved waterfront park containing a continuous bike path system and connections to nearby communities.
- The National Park Service, the Department of Transportation, and CSX railroad representatives should study the location of the railroad bridge across the Anacostia River and its impact on boating traffic. Relocating the bridge may help increase river activity and access to the West Bank of Anacostia Park.

Bolling-Anacostia Waterfront

- To achieve the goal of a continuous waterfront park system, NCPC should work with the Department of Defense (DOD), the District government and the National Park Service to open portions of the shoreline abutting the Bolling-Anacostia Tract and Blue Plains to public recreational uses and access.
- NCPC supports the Air Force's plans to expand the existing marina. The Air Force and the Navy should also identify locations for an additional marina that could service water taxis and possibly increase boating activity.
- The Air Force and the Navy should include in future plans a significant tree buffer along the greenway between the shoreline and the built-up area of the Bolling-Anacostia Tract to provide improved screening of the installation from river views.
- To provide better access to the Bolling-Anacostia Tract for military personnel and their families, DOD should fund a water taxi service that connects the installation to National Airport, the Pentagon, and other DOD facilities along the waterfront. The Air Force and the Navy should identify suitable locations for water taxi landing facilities along the Bolling-Anacostia shoreline.
- The Air Force should re-open major street corridors within the Bolling-Anacostia complex that are oriented toward the shoreline and upgrade these Special Streets to tree-lined boulevards that visually connect to the waterfront.
- NCPC, Naval Research Laboratory, and Blue Plains should collaborate to provide a recreational hiker/biker trail segment along the western boundary of the Blue Plains Wastewater Treatment Facility. The trail should link to the proposed extended greenway system running between Anacostia Park and the National Harbor Waterfront development.

D. Development Guidelines

The establishment of guidelines for orderly development along the waterfront will be crucial to constructing mixed-use projects that will affect existing properties and the natural features of the shoreline. Building design guidelines are needed to establish the framework for new construction that encourages compatibility with the existing development. A continuous design feature is also needed to create ease of movement for pedestrians along the shoreline.

E. Implementation Tools

Various funding sources for implementing public and private waterfront improvements should be identified early in the planning process. Public funding as well as private and conventional financing should be examined to capture the best funding mechanisms.

For example, Capital Improvement Programs (CIP) are widely recognized mechanisms. The CIP is a multi-year scheduling of physical improvements. The scheduling is based on project priority, availability of fiscal resources, and program needs for specific improvements to be constructed for a period of five to six years into the future. The Capital Budget refers to the first year of the five- to six-year program.

The Federal Capital Improvement Program (FCIP) is defined as a non-recurring expenditure or any expenditure for physical facilities for the federal government, including cost for acquisition of existing buildings, land or interests in land; construction of new buildings or other structures, including additions and major alterations; construction of highways or utility lines; fixed equipment; landscaping; and similar expenditures. These funds are generally appropriated by Congress and other non-appropriated federal funds.

Examples of projects that could be funded through a capital improvement program include:

- Repair of seawalls
- Provision of continuous hiker and biker trails
- Development of promenades for pedestrian linkages around the waterfront
- Development of parks and open space along the waterfront
- Improvement and construction of public facilities
- Improvement of streets and roads
- Improvement of utilities, lighting, sidewalks, and other infrastructure

The following suggestions can be used to assist with the implementation of the redevelopment of the waterfront areas.

- Request funding for public improvements through capital improvements programs. Improvements such as pedestrians walkways, vehicular access roads, lighting, and street furniture improvements could stimulate private investment in the area.
- Solicit private funding or donations from corporations or businesses to cover portions of the cost for amenities, such as park furniture, lighting, and pedestrian promenades.
- Apply for T-21 U.S. Department of Transportation funds to cover the cost for public walkways and enhanced street patterns for vehicular circulation.
- Apply for the Environmental Protection Agency (EPA) Sustainable Development Challenge Grant to cover the cost for water quality improvements.
- Apply for the National Endowment for the Arts grant funds to assist with the design of an urban riverfront plaza.
- Consult with Federal Emergency Management Agency, Army Corps of Engineers, EPA, and the U.S. Fish and Wildlife Service to help the local community plan for and implement flood damage reduction measures, including new flood walls in parts of the riverfront, and enhanced wetland restoration to absorb flood waters and provide wildlife habitat and recreational opportunities.
- Consult with the Army Corps of Engineers for technical assistance for redevelopment of unprotected floodplain lands through the Floodplain Management Services (FPMS) Program.

IV. The Waterfront Plan

The District of Columbia Office of Planning should initiate the establishment of a Washington Waterfront Task Force. The task force should include key partners such as District government agencies, the National Capital Revitalization Corporation, the National Capital Planning Commission, the National Park Service, the Department of Navy, the General Services Administration, other public and private property owners within the study areas, community representatives, and other public and private interest groups. The task force should develop a detailed Waterfront Plan to guide the revitalization of Washington's waterfront.

The following objectives should be incorporated when developing policies for a waterfront plan. These ideas were identified by the partners who participated in this process. (See Appendix for List of Partners)

1. Minimize traffic activity and encourage adequate parking for residential uses.
2. Maximize public access.
3. Redevelop the waterfront without stimulating property speculation in adjacent neighborhoods that may drive current residents out.
4. Provide adequate public utilities and public safety.
5. Develop design guidelines that recognize views from both water and land in order to shape future development.
6. Provide excellent waterfront design, both from land and water perspective.
7. Protect and strengthen viable maritime uses.
8. Accommodate increased demand for marina space while maintaining current ongoing harbor activities.
9. Improve water quality and encourage a more natural shoreline.
10. Review and recognize the view of the water that should be preserved by new development which is appropriate in scale and density.
11. Create view and access corridors.

The task force should work as a team to identify specific financial resources for implementing public and private waterfront improvements. Public funding as well as private and conventional financing should be examined to capture the best availability of resources.

Property owners, the community, government officials, and other interested parties should work jointly to develop steps for implementing various public and private improvement projects. Public improvements may include special permits and ordinances, which may require public hearings. For private improvements it may be necessary to establish design criteria and identify potential sites for specific improvements.

The following is a recommended outline for the Waterfront Plan:

- A. Concept Strategy
- B. Illustrative Plan
- C. Neighborhood Plan
- D. Urban Design Framework
- E. Land Use
- F. Promenade and Open Space Guidelines
- G. Building and Design Guidelines
- H. Transportation
- I. Neighborhood Infill and Buffer Areas
- J. Implementation Strategy

V. CONCLUSION

The Georgetown/Northwest, Southwest, Southeast, Anacostia Parks, and Bolling-Anacostia waterfront areas have the greatest need and potential for improving the use, attractiveness, and accessibility of Washington's waterfronts while helping to revitalize the city economically. These areas are prominently located along the water and anchored by major federal facilities. Abundant in parkland and open space, and host to retail and commercial activities, these areas have great potential for economic revitalization. Despite the significant federal presence, much of the waterfront in these areas remains inaccessible and underutilized by the public.

The findings in this report are the result of a collaborative process involving public and private interests. Continued collaboration between these entities should be supplemented by the involvement of community and political leaders within the city. This report provides the basis for the District of Columbia to begin the next phases of this process, which involve the preparation, coordination, and implementation of specific development and/or conservation plans and proposals.

As part of the next phases, the city should establish a waterfront planning and development task force comprised of various interests from the public and private sectors. The primary objectives of the task force would be to develop a waterfront action plan that includes goals and objectives for the waterfront.

The Commission believes that through a collaborative effort, revitalization of the waterfront will be better realized, and development will reflect the best interests of the District of Columbia and the region.

VI. APPENDIX

Partners in the Waterfront Study

FEDERAL GOVERNMENT

<u>Partners</u>	<u>Contact Person</u>	<u>Telephone</u>	<u>Address</u>	<u>Proposed Initiative</u>	<u>Status</u>
National Capital Planning Commission	Rodney Moulden	202-482-7246	801 Pennsylvania Avenue, NW Washington, D.C. 20576	Waterfront Study	Phase I
National Park Service	John Parsons Sally Blumenthal	202-619-7025 202-619-7038	National Capital Region 1100 Ohio Drive, SW Washington, D.C. 20242	Kenilworth Park and Aquatic Gardens Poplar Point Georgetown Harbour Development 1979 Georgetown Waterfront Park Plan-1997	Phase I Planning Stage Completed
Department of the Air Force	Ronnie McGhee	202-767-0193	Bolling Air Force Base 110 CES/DEEP Bolling Air Force Base Washington, D.C. 20332	Bolling Air Force Base/ Anacostia Tract	Ongoing
Department of the Navy	John Imparato Bob Schwartz Irene Hunter	202-433-2554 202-685-3057 202-685-0088	Washington Navy Yard 901 M Street, SE Washington, D.C. 20374	Washington Navy Yard Master Plan	Ongoing
Federal Emergency Management Agency	Jeff Sparrow	703-849-0640	105 South Street Liberty Square Building, 2nd Fl. Philadelphia, PA 19106	No current plans	
General Services Administration	Pat Daniels Paul Gosselin Jack Finberg	202-708-5857 202-708-5530	Regional Office 7th and D Streets, SW Washington, D.C. 20407	Southeast Federal Center	Phase 1
General Services Administration	Francesca Ryan	202-708-5742	1923 Vermont Avenue, NW Washington, D.C. 20001	Southeast Federal Center	Phase 1

Partners in the Waterfront Study

FEDERAL GOVERNMENT

<u>Partners</u>	<u>Contact Person</u>	<u>Telephone</u>	<u>Address</u>	<u>Proposed Initiative</u>	<u>Status</u>
U.S. Fish & Wildlife	John Rogers	410-573-4535	1849 C Street, NW Washington, D.C. 20240	Fish and Wildlife Preservation	Ongoing
U.S. Army Corps of Engineers	Karen Conant	410-962-4900	P.O. Box 1715 Baltimore, MD 21203	No current plans	
U.S. Department of Transportation	Judi Gold	202-366-1111	400 7th Street, SW Washington, D.C. 20590	Riverwalk	Phase 1
U.S. National Arboretum	Dr. Thomas S. Elias Lisa Baldus	202-245-4539 202-245-4553	3501 New York Avenue, NE Washington, D.C. 20002	No current plans	
U.S. Environmental Protection Agency	Rebecca Hammer	202-260-4470	Mail Code 4505 F Washington, D.C. 20460	Environmental Policies	Ongoing

Partners in the Waterfront Study

DISTRICT GOVERNMENT

<u>Partners</u>	<u>Contact Person</u>	<u>Telephone</u>	<u>Address</u>	<u>Proposed Initiative</u>	<u>Status</u>
District of Columbia Office of Planning	Vanessa Akins David Colby John Fondersmith	202-442-7620	801 North Capitol Street, NE Washington, D.C. 20002	Buzzard Point/Near Southeast Vision 2020 Plan Capitol Gateway	Completed
District of Columbia Department of Recreation and Parks	Theodore Pochter	202-673-7693	3149 16th Street, NW Washington, D.C. 20010	No current plans	
District of Columbia Department of Public Works	Michelle Pourciau Rick Rybeck	202-673-6836	Office of Intermodal Planning 2000 14th Street, NW Washington, D.C. 20009	Georgetown Waterfront Properties	On-going
District of Columbia Water and Sewer Authority	Emmett Durrum Jerry Johnson	202-645-6280	5000 Overlook Avenue, SW Washington, D.C. 20032	No current plans	
District of Columbia Department of Environmental Health	Janet Bearden Brent Coleman Hamid Karimi	202-645-6614 202-442-9241	2100 Martin Luther King Avenue, SE Washington, D.C. 20020	Environmental Issues	Ongoing
District of Columbia Department of Housing and Community Development	Bell Clement	202-442-7276	51 N Street, NE, Suite 616 Washington, D.C. 20002	Empowerment Zones East of South Capitol Street	Planning Stage
D.C. General Hospital	John A. Farrman	202-675-5000	1900 Massachusetts Avenue, SE Washington, D.C. 20003	No current plans	

Partners in the Waterfront Study

PRIVATE AND COMMUNITY ORGANIZATIONS

<u>Partners</u>	<u>Contact Person</u>	<u>Telephone</u>	<u>Address</u>	<u>Proposed Initiative</u>	<u>Status</u>
J. F. Kennedy Center	Susan Shufelt	202-416-7972	2700 F Street, NW Washington, D.C. 20506	Kennedy Center	Planning Stage
Washington Metropolitan Area Transit Authority (WMATA)	Rosalyn Doggett Jim Hughes	202-963-1633 202-962-1202	600 5th Street, NW Washington, D.C. 20001	Transportation	
Washington Gas and Light Company	Felix L. Patterson Steven Jumper	202-624-6796	1100 H Street, NW Washington, D.C. 20005	Commercial Development	Planning Stage
Friendship House	Don Hense Joe Harris	202-675-9050 202-675-9071	619 D Street, SE Washington, D.C. 20003	No current plans	
Onyx Group	Terry Spencer	202-544-5586	155 E Street, SE Washington, D.C. 20003	No current plans	
Maison Orleans B'NB	Bill Rouchell	202-544-3694	414 5th Street, SE Washington, D.C. 20003	No current plans	
Truitt Management Builders	Joel Truitt	202-547-2707	1734 7th Street, SE Washington, D.C. 20003	No current plans	
Potomac Investment Properties	Steven Gtwiz Susan Rollins	202-296-7311	1730 K Street, NW Washington, D.C. 20006	No current plans	
Potomac Development	David Schwartz	202-789-8100	900 Second Street, NE Washington, D.C. 20002	No current plans	
National Capital Bank	George Didden, III	202-546-8000	316 Pennsylvania Avenue, SE Washington, D.C. 20003	No current plans	
Hill Rag	Melissa Ashabraenneo	202-543-8300	224 7th Street, SE Washington, D.C. 20003	No current plans	

Partners in the Waterfront Study

PRIVATE AND COMMUNITY ORGANIZATIONS

<u>Partners</u>	<u>Contact Person</u>	<u>Telephone</u>	<u>Address</u>	<u>Proposed Initiative</u>	<u>Status</u>
Ellen Wilson Community Development Corporation	Edward Batal	202-547-0976	715 G Street, SE Washington, D.C. 20003	Housing Development	Planning & Design
Davis and Sons	Tyrone Bullock	202-889-6932	1522 Good Hope Road, SE Washington, D.C. 20020	No current plans	
Curtis Property Management Corporation	Louis S. Rizzo	301-702-3200	3701 St. Barnabas Road Suitland, MD 20746	No current plans	
The Shakespeare Theatre	Sam Sweet	202-547-3230	516 8th Street, SE Washington, D.C. 20003	No current plans	
Spaulding and Slye-Colliers	Eilleen Circo	202-775-1919	1025 Thomas Jefferson Street, NW Washington, D.C. 20007	No current plans	
Holland and Knight, LLP	David Briggs	202-828-5001	2100 Pennsylvania Avenue, NW Suite 400 Washington, D.C. 20037	No current plans	
Ronald Cohen	Ronald Cohen	301-493-5800	6500 Rock Spring Drive Bethesda, MD 20817	Commercial Development	Planning Stage
Earth Conservation Corps	R. Mark Davis	202-544-1960	1st Street & Potomac Avenue, SE Washington, D.C. 20003		
Florida Rock Properties	David Briggs	202-828-5001	155 E. 21st Street Jacksonville, FL 32206	Mixed-Use Development	Planning Stage
Southwest Neighborhood Assembly	Margaret Feldman	202-554-8560	P.O. Box 70792 Washington, D.C. 20024	No current plans	

Partners in the Waterfront Study

PRIVATE AND COMMUNITY ORGANIZATIONS

<u>Partners</u>	<u>Contact Person</u>	<u>Telephone</u>	<u>Address</u>	<u>Proposed Initiative</u>	<u>Status</u>
Metropolitan Washington Council of Governments (MWCOG)	Jim Shell	202-962-3342	777 North Capitol Street, NE Washington, D.C. 20002	No current plans	
Sorg & Associates	Kent McDonald	202-547-0226	1500 K Street, NW Washington, D.C. 20005	No current plans	
William C. Smith Co.	Chris Smith	202-535-1970	1220 L Street, NW Washington, D.C. 20005	No current plans	
Anacostia Economic Development Corporation	Sonya Allen	202-889-5100	2019 Martin Luther King Avenue, SE Washington, D.C. 20020	North Gateway Project	Phase I
Potomac Riverboat	William Polack	703-685-0580	205 The Strand Alexandria, Virginia 22314	Water Taxi	

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